


		NTSB ID: LAX07LA114		Aircraft Registration Number: N74503	
		Occurrence Date: 03/17/2007		Most Critical Injury: None	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place St. George	State UT	Zip Code 84790	Local Time 1800	Time Zone MDT	
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility: 2.5			
Aircraft Information Summary					
Aircraft Manufacturer Mooney		Model/Series M20B		Type of Aircraft Airplane	
Revenue Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On March 17, 2007, at 1800 mountain daylight time, a Mooney M20B, N74503, experienced a partial loss of engine power after takeoff and forced landed near St. George Municipal Airport, St. George, Utah. The private pilot operated the airplane under the provisions of 14 CFR Part 91. The pilot and single passenger were not injured, and the airplane sustained substantial damage. Visual meteorological conditions prevailed, and no flight plan had been filed. The flight originated at St. George airport at 1745, and was en route to Blackfoot, Idaho.</p> <p>The pilot stated to the National Transportation Safety Board investigator that 10 minutes after takeoff he leveled the airplane at 6,500 feet for cruise; the engine started running rough and backfiring. The engine would run sporadically rough then smooth out. The pilot executed emergency procedures, switched fuel tanks, and switched on the boost pump, but there was no change in the engine's rough running condition. He decided to return to St. George airport, and configured the airplane for best glide. He setup for a 2-mile final to runway 34. The pilot determined that he was not going to make the runway, and force landed the airplane in a clear area by a river bed.</p> <p>The next day a Federal Aviation Administration inspector examined the engine and determined that the right magneto contained engine oil. The seal between the engine accessory drive and the magneto was hard, loose fitting, and covered with engine oil. Examination of the engine maintenance logbook revealed that the engine had been manufactured new on February 8, 1979, and installed on the airplane April 13, 1979. A 9-year gap where no maintenance was recorded on the engine occurred between October 1992 (engine total time of 1302.9 hours) and July 2002 (engine total time of 1322.39 hours). A 100-hour inspection was recorded as being completed on July 2, 2002. The most recent 100-hour inspection was performed on June 22, 2006, at 1,439.1 hours total time. There is no record of an engine or magneto overhaul.</p> <p>Lycoming Service Instruction No. 1009AS states that engines that do not accumulate the hourly period of time between overhauls specified (2,000 hours for the O-360-A1D) are recommended to be overhauled in the twelfth year.</p> <p>Teledyne Continental Ignition Systems Service Bulletin, SB643B, for all TCM and Bendix magnetos states that the magnetos must be overhauled or replaced at the expiration of 5 years since the date of original manufacture or last overhaul, or 4 years since the date the magneto was placed in service, which ever occurs first with out regard to accumulated operating hours.</p>					
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		Occurrence Date: 03/17/2007				
		Occurrence Type: Accident				
<b>Landing Facility/Approach Information</b>						
Airport Name St. George		Airport ID: KSGU	Airport Elevation Ft. MSL	Runway Used NA	Runway Length	Runway Width
Runway Surface Type:						
Runway Surface Condition:						
Approach/Arrival Flown: NONE						
VFR Approach/Landing: Forced Landing						
<b>Aircraft Information</b>						
Aircraft Manufacturer Mooney		Model/Series M20B		Serial Number 1814		
Airworthiness Certificate(s): Normal						
Landing Gear Type: Retractable - Tricycle						
Amateur Built Acft? No		Number of Seats: 4		Certified Max Gross Wt. 2450 LBS	Number of Engines: 1	
Engine Type: Reciprocating		Engine Manufacturer: Lycoming		Model/Series: O-360-A1D	Rated Power: 180 HP	
- Aircraft Inspection Information						
Type of Last Inspection Annual		Date of Last Inspection 06/2006	Time Since Last Inspection Hours		Airframe Total Time 3958.5 Hours	
- Emergency Locator Transmitter (ELT) Information						
ELT Installed?/Type Yes /		ELT Operated? No		ELT Aided in Locating Accident Site? No		
<b>Owner/Operator Information</b>						
Registered Aircraft Owner  Steve Laflin		Street Address				
		City Blackfoot		State ID	Zip Code 83221	
Operator of Aircraft  Steve Laflin		Street Address				
		City Blackfoot		State ID	Zip Code 83221	
Operator Does Business As:				Operator Designator Code:		
- Type of U.S. Certificate(s) Held: None						
Air Carrier Operating Certificate(s):						
Operating Certificate:			Operator Certificate:			
Regulation Flight Conducted Under: Part 91: General Aviation						
Type of Flight Operation Conducted: Personal						
<div style="display: flex; justify-content: space-between;"> <span>FACTUAL REPORT - AVIATION</span> <span>Page 2</span> </div>						

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<b>First Pilot Information</b>																																																																																																	
Name On File			City On File		State On File	Date of Birth On File	Age 50																																																																																										
Sex: M	Seat Occupied:		Occupational Pilot?			Certificate Number: On File																																																																																											
Certificate(s): Private																																																																																																	
Airplane Rating(s): Single-engine Land																																																																																																	
Rotorcraft/Glider/LTA:																																																																																																	
Instrument Rating(s): Airplane																																																																																																	
Instructor Rating(s): None																																																																																																	
Current Biennial Flight Review?																																																																																																	
Medical Cert.: Class 3		Medical Cert. Status:			Date of Last Medical Exam: 12/2006																																																																																												
<table border="1"> <thead> <tr> <th rowspan="2">- Flight Time Matrix</th> <th rowspan="2">All A/C</th> <th rowspan="2">This Make and Model</th> <th rowspan="2">Airplane Single Engine</th> <th rowspan="2">Airplane Multi-Engine</th> <th rowspan="2">Night</th> <th colspan="2">Instrument</th> <th rowspan="2">Rotorcraft</th> <th rowspan="2">Glider</th> <th rowspan="2">Lighter Than Air</th> </tr> <tr> <th>Actual</th> <th>Simulated</th> </tr> </thead> <tbody> <tr> <td>Total Time</td> <td>462</td> <td>325</td> <td>462</td> <td>0</td> <td>28</td> <td>9</td> <td>46</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Pilot In Command(PIC)</td> <td>419</td> <td>325</td> <td>419</td> <td></td> <td>24</td> <td>9</td> <td>46</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Instructor</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Instruction Received</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 90 Days</td> <td>68</td> <td>68</td> <td>68</td> <td></td> <td>11</td> <td>2</td> <td>2</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 30 Days</td> <td>42</td> <td>42</td> <td>42</td> <td></td> <td>1</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 24 Hours</td> <td>3</td> <td>3</td> <td>3</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>								- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air	Actual	Simulated	Total Time	462	325	462	0	28	9	46				Pilot In Command(PIC)	419	325	419		24	9	46				Instructor											Instruction Received											Last 90 Days	68	68	68		11	2	2				Last 30 Days	42	42	42		1						Last 24 Hours	3	3	3							
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Seatbelt Used?		Shoulder Harness Used?			Toxicology Performed? No		Second Pilot? No																																																																																										
<b>Flight Plan/Itinerary</b>																																																																																																	
Type of Flight Plan Filed: None																																																																																																	
Departure Point		State		Airport Identifier		Departure Time		Time Zone																																																																																									
St. George		UT		KSGU		1745		MDT																																																																																									
Destination		State		Airport Identifier																																																																																													
Blackfoot		ID		KU02																																																																																													
Type of Clearance: VFR																																																																																																	
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		Occurrence Date: 03/17/2007			
		Occurrence Type: Accident			

<b>Weather Information</b>					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
KSGU	1935	MDT	Ft. MSL	2 NM	10 Deg. Mag.
Sky/Lowest Cloud Condition: Clear				Ft. AGL	Condition of Light: Day
Lowest Ceiling: None			Ft. AGL	Visibility: 10 SM	Altimeter: 29.91 "Hg
Temperature: 28 °C		Dew Point: -6 °C		Weather Conditions at Accident Site: Visual Conditions	
Wind Direction: 260		Wind Speed: 14		Wind Gusts:	
Visibility (RVR): Ft.		Visibility (RVV) SM			
Precip and/or Obscuration: No Obscuration; No Precipitation					

<b>Accident Information</b>					
Aircraft Damage: Substantial		Aircraft Fire: None		Aircraft Explosion: None	

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL	
First Pilot				1	1	
Second Pilot						
Student Pilot						
Flight Instructor						
Check Pilot						
Flight Engineer						
Cabin Attendants						
Other Crew						
Passengers				1	1	
- TOTAL ABOARD -				2	2	
Other Ground						
- GRAND TOTAL -				2	2	

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<b>Administrative Information</b>		
Investigator-In-Charge (IIC) Van S. McKenny		
Additional Persons Participating in This Accident/Incident Investigation:  Eric McRae Federal Aviation Administration Salt Lake City, UT		
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